

There was no objection.
The resolution was agreed to.
A motion to reconsider was laid on the table.

SPECIAL ORDERS

The SPEAKER pro tempore (Mr. OSE). Under the Speaker's announced policy of January 6, 1999, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

HONORING ASTRONAUT PETE CONRAD

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. CALVERT) is recognized for 5 minutes.

Mr. CALVERT. Mr. Speaker, I rise today on the sad occasion of the recent loss of a great American hero. Pete Conrad truly embodied our Nation's preeminence in space exploration and the progress of our Nation's space program.

As a lifetime fan of space exploration, I have been inspired by Captain Conrad's achievements in space and devotion to building America's space program.

I recently had the honor of meeting this great man, a brief meeting that I will never forget. In the short amount of time we spent together, I sensed the passion and dedication he held for our Nation's space program. As I shook his hand to say goodbye, I knew that I had just met a true American hero.

Captain Conrad's memorable career as an astronaut is very well documented. He was the third man to walk on the Moon. He was aboard four missions to space. He set numerous records for space travel, including the endurance record for an individual in space and the world space altitude record. His achievements helped pave the way for our Nation's success in space exploration, which have recently included the early stages of the International Space Station and the successful mission to Mars.

For these heroic efforts, he received the Congressional Space Medal of Honor among his other distinguished career awards and medals.

Not so well known, however, were his activities following his retirement from NASA and the Navy. Pete Conrad continued his dedication to our Nation's space program by promoting America's commercial activities in space.

Throughout his 20-year career at McDonnell Douglas, Captain Conrad led many efforts to advance our Nation's emergence in space exploration. During this time, he earned the reputation as a leader in private space industry. More recently, through his establishment of a group of companies called the Universal Space Lines, Cap-

tain Conrad continued his activities to ensure that America would remain the preeminent Nation in space.

The continued development of commercial activities in space will be the lasting memory of Captain Conrad.

I believe Pete Conrad was intricately responsible for our Nation's long-standing posture as a leader in space. As we develop commercial space activities and benefit from them, we should remember that without the leadership, dedication, bravery, and ingenuity of Captain Pete Conrad, these would not have been possible.

I send my condolences to Pete's family, friends, associates.

Pete, thank you for inspiring me and our entire Nation.

When I think of Pete's lifetime achievements, I get inspired to gleefully exclaim the first word he spoke as he took his first step on the Moon: "Whoopie".

Godspeed, Pete. I will remember you always.

Mr. Speaker, I yield to my friend, the gentleman from California (Mr. ROHRABACHER).

Mr. ROHRABACHER. Mr. Speaker, I would like to at this moment to submit for the RECORD a testimony that Pete Conrad gave before my subcommittee, and I chair the Subcommittee on Space and Aeronautics in this House Committee on Science, on October 1, 1998, which was his testimony at the 40th anniversary of NASA. The title of his testimony was "Life Begins at Forty."

It is a terrific, terrific vision for the future that Pete outlined his goals for America's space program in the next millennium.

Mr. Speaker, I commend my friend, the gentleman from California (Mr. CALVERT), for being here tonight. I will have 5 minutes a little bit later on to say my piece, as well.

The gentleman from California (Mr. CALVERT) is just one of many people like myself who have been inspired by Pete Conrad, a man who is not just a great pilot and a great technician but a beautiful human being, a person with an incredible sense of humor.

And of course, let me just say to the gentleman from California (Mr. CALVERT) that when he quoted Pete and his first word when he stepped onto the Moon, I think he had to give a little bit more umph to it. It was "whoopie!" And not just "whoopie," because Pete Conrad had a zest for life and was just a fantastic human being. He was a naval pilot who was a very successful naval pilot.

Today we buried Pete Conrad in Arlington Cemetery. And as we stood there and as his body was about to be lowered down, a team of naval pilots flew over that site and one pilot peeled off and headed straight for the heavens. And that is Pete heading straight for the heavens. It was a glorious sight.

We just thank God for men and women in our military and in the serv-

ice of our country as astronauts and the rest like Pete Conrad, leading the way for America.

NASA 1998: LIFE BEGINS AT FORTY
TESTIMONY BEFORE THE SUBCOMMITTEE ON SPACE AND AVIATION OF THE HOUSE COMMITTEE ON SCIENCE, CONGRESSMAN DANA ROHRABACHER, CHAIRMAN

CHARLES "PETE" CONRAD, JR., CHAIRMAN AND CHIEF EXECUTIVE OFFICER, UNIVERSAL SPACE LINE, INC., NEWPORT BEACH, CA, OCTOBER 1, 1998

Good afternoon Chairman Rohrabacher, Congressman Gordon, and other honored members of the Space and Aeronautics Subcommittee. I'd like to thank you for inviting me to speak to the Subcommittee about the future, and the role NASA can play to develop that future. Having been a long time NASA team member on Gemini, Apollo and Skylab, I rode the wave of public support and popularity the U.S. space program engendered through the 1960s and early 1970s.

I enjoyed the rare opportunity of being an astronaut for this great country, but the bigger legacy I hope to leave behind is a robust commercial space industry making money for America in the 21st Century. I can't speak for the entire industry, but I would like to speak for my part of it, Universal Space Lines (USL). USL is a small business just over two years old, but already with over fifty employees. Our long-term company goal is to position ourselves as the world's premier provider of affordable commercial space transportation services, including purchase and operation of both expendable and reusable launch vehicles. Our current products range from the commercial tracking and commanding of satellites, to a near term, low cost expendable launch vehicle for small to medium payloads. And Mr. Goldin will be interested to hear we've begun planning for the eventual transition to reusable launch vehicles as their technology matures.

Our success will primarily be driven by the growing commercial space sector. Commercial space revenues will exceed \$100 billion annually at the turn of this Century, a figure far greater than today's combined NASA and Air Force space budgets. And remember: this new millennium is only 15 months away!

As many as a thousand or more new commercial communications satellites will be placed in orbit during the next decade, extending the World Wide Web into the sky. Iridium, Globalstar, Teledesic and others are literally betting tens of billion dollars on the opportunity to cash in on an annual trillion-dollar global communications market.

My company and others are gambling we will be a part of the emerging commercial space industry. However, we should not become too sanguine about the power of the word "commercial." Both NASA and the Defense Department will also play a major role, for good or for bad, in the ultimate environment that emerges. In the years ahead my hope is that this Congress will help guide our nation to establish a free and competitive market in which all companies can participate fairly. NASA, if it so chooses, can be a major player helping the transition to a commercially focused profitable space industry.

As an example of how our country dealt with a similar issue from our past, I'd like to draw your attention to the early history of commercial aviation. Between the late 1940s and early 1960s, during a post war era of declining budgets, NASA (and its predecessor agency, the NACA) and the Air Force invested in a host of experimental aircraft that